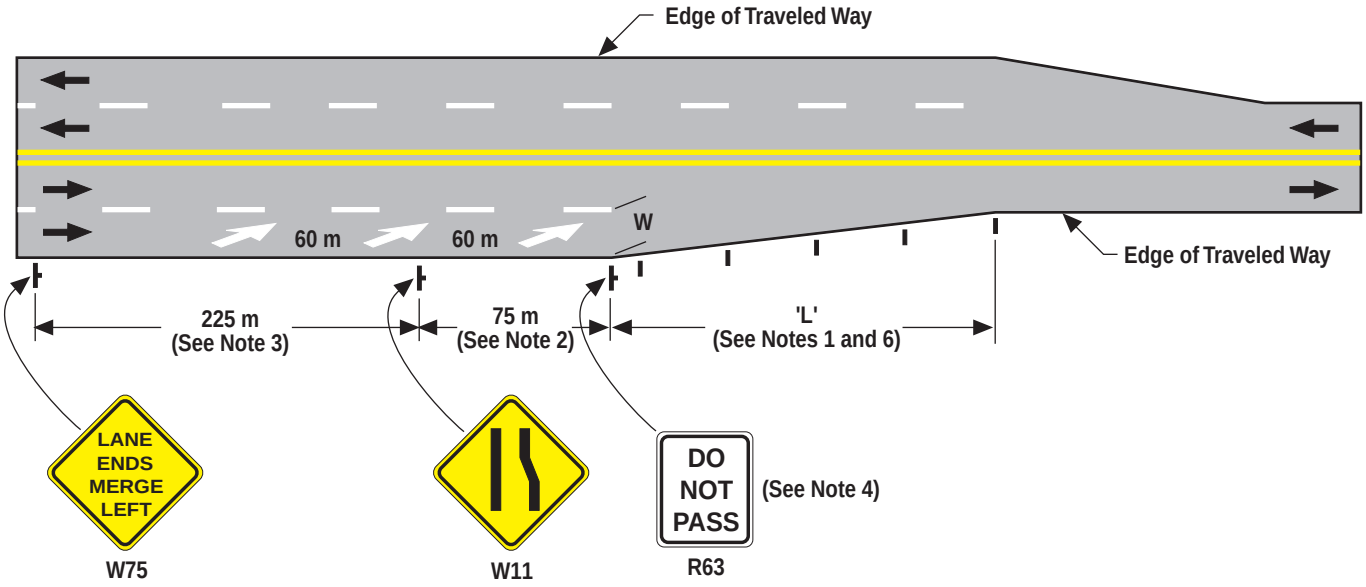
# Figure 6-15
# TYPICAL LANE REDUCTION TRANSITION




**NOTES:**

1. The Length of Transition (L) is a minimum desirable length. It is computed by formula L = 2/3(WS) for all highways with speeds of 70 km/h or more. On urban, residential and other streets where speeds are 65 km/h or less, the formula $L=WS^2/150$ may be used. Adequate sight distance and the proximity to a freeway ramp, crossroad, etc., may dictate the need for adjustments. In general, better trraffic operations will result when the adjustments consist of increasing the length of a transition rather than a reduction.
2. On urban, residential or other streets where speeds are 65 km/h or less, the distance for placement of the W11 sign may be reduced to a minimum of 30 m.
3. A LANE ENDS MERGE LEFT (W75) sign should be placed in conjunction with the W11 sign. Adequate sight distance or the proximity to a freeway ramp, crossroad, etc., may dictate the need and/or the location.
4. The R63 sign should not be used on a freeway or expressway, etc., where two or more lanes remain after a lane is dropped.
5. Lane Reduction Arrows are place in groups of three. They are optional on highways where speeds are 65 km/h or less. Where speeds are 70 km/h or more or a W75 sign is used, an additional groupof arrows may be placed. See also Note 3.
6. Delineators should be spaced approximately 60 m apart. There should be a minimum of 3 delineators throughout the entire length of a lane reduction transition. See Section 6-04.4.
7. A left lane drop should be avoided on undivided roadways because of the difficulty in placing signs to warn motorists in the left lane.

## LEGEND

L = Lane Reduction Length (in meters)

W = Offset Distance (in meters)

S = Off Peak 85 Percentile Speed (in 5 km/h intervals), or the Design Speed may be used for new construction.

Direction of Travel

Lane Reduction Arrow

Delineators (Type F)

NOT TO SCALE